

THE ASTORIAN.

ASTORIA, OREGON:  
D. C. IRELAND, Editor.  
THURSDAY, JULY 31, 1873

OCEAN FREIGHTS COMPARED.

Grain vessels now loading at San Francisco for Liverpool receive about \$4 10s as an average, equal to \$22 50 a ton. This is considered a high rate. So it is, as compared with low rates paid formerly. But it is idle to rail at existing facts when no amount of railing will help matters any. The *Atta*, of San Francisco, justly says: "A large portion of the tonnage of the commercial world is employed carrying grain to English docks, and they get paid, taking into consideration the proportionate supply of tonnage to demand, according to the time employed in the transportation, whether for a few days from France, a week from the Mediterranean, ten to twenty-five days from New York, three months from Chile, or four months from San Francisco. The rates paid from each country bear a just proportion to the rates from all others." The *Atta* presents figures to prove this. From the Pacific coast freights to Liverpool are put at \$22 50, as above stated. The time is about 150 days. By steam from New York to Liverpool the rate for wheat is \$9 50 a ton; time, 11 days. By sail from New York to Liverpool, time 30 days, the charge is \$8 80 a ton. From this statement it appears, as the *Atta* remarks, that the sail vessel from New York gets about double the freight in proportion to the time that the vessel from San Francisco obtains. So it will be seen that our situation on this coast is quite as favorable with respect to grain freights as can reasonably be expected when the high rates from New York are duly considered.—*Bulletin*, 24th.

The above is all very fine as a clincher of the last nail driven in the producer's coffin, but it is too thin to stand the light of careful inquiry. Eight dollars and eighty cents per ton from New York to Liverpool is a shade above the average rate of freight, and only a shade. Large vessels will clear more money per annum carrying wheat from Astoria, or San Francisco, to Liverpool at \$15 00 per ton, than they will freighting from New York to Liverpool at the rate named, \$8 80 per ton. There are many things to be taken into the account, before pronouncing for or against a matter of this kind. Large ships avoid the drain of port charges whenever possible, in other words, take long voyages instead of short ones. The expense when at sea is comparatively light, and can be estimated, but the wise men of the East can never tell when the bills are all in, connected with port charges. The charges both at New York and Liverpool are very high and will aggregate on a thousand ton ship making the voyage between the two ports over one thousand dollars, including insurance, and wear and tear, leaving but \$2,000 above expenses. Then from Liverpool to New York again, the expenses are the same nearly and the rates of freight rarely more than one half. So that vessels lose on the one hand what they make on the other. Now \$22 50 per ton from San Francisco, or Astoria, to Liverpool is better than \$12 00 per ton from New York. Fifteen dollars per ton (in gold) from our port to the English channel is a good freight, and vessels of a suitable size will pay a dividend of over one per cent. a month in cash, after allowing for ten per cent. annual depreciation.

The wheat rings have got a death grip on the grain growers of this coast, and this showing of comparative freights is but a monopolist echo, to cover up the truth, and make producers believe that all is being done for them that can be, and thus prevent their taking any steps to help themselves. Farmers, you have entered upon a glorious fight, there is a great tidal wave of oppression cut loose, and the monied interests of the world will combine to stay its flow. But the producing classes can be conquerors in the fight if they but stand to their text.

—The Albany and Santiam ditch company want \$10,000 for two years, interest payable Semi-annually. This money will be well secured, and will be used to bring in water to Albany for manufacturing purposes.

FLATTERY.

[Written for the Astorian.]

In an appeal to the "powers that be," when reason, interest and argument fails, a resort to flattery often accomplishes the desired object. 'Tis the courtiers stock in trade, and he whom "the king delighteth to honor" is found to possess the quality of its use to an eminent degree, both in magnifying the virtues of his ruler, and glossing over his defects of character. There are exceptions to these rules, when the very bluntness of a faithful, devoted servant, in exposing the shortcomings of the ruling power, has challenged the admiration, esteem, and confidence of the same.

A truly great and noble mind, who can control men and means, who by his own genius and force of character has elevated himself to that position that honor and wealth are freely accorded him, will ever esteem it a special favor to be candidly apprised of the candid opinions of his fellow men, relevant to himself and his acts, and will be able quickly to detect the sordid and ambitious motives of an interested flatterer, nevertheless will keenly appreciate the praise and flattery from tried and trusted friends, and not permit it to warp his vanity to the degree that passes from the sublime to the ridiculous. Mankind is peculiarly susceptible of flattery. It is peculiarly grateful after a measure of reproof and censure has been freely meted out. There are those in this world who are ever ready to freely accord praise where it is due, whilst others are never willing to acknowledge the measure of praise that another be entitled to, and can see virtue in none others than themselves. Yes, can readily "see the mote in their brothers eye, but cannot detect the beam in their own eye.

We have always believed in a proper exposure of wrong where it existed, and according praise also, where it was deserved, without going to extremes on either side, and this should ever be the rule.

We have men in this State, who have done much to develop its resources, and add materially to its wealth and population. Such men are entitled to and have received much praise. If such men, at the instigation of bad counselors and flatterers, have exhibited a lack of judgment in arrogating to themselves functions to which they are not entitled, and have ignored true and consistent friends because they would not blindly enroll themselves under the banners of the flatterers, it does not justify or palliate an attack upon works which react upon the best interests of the commonwealth. A proper discrimination in exposing wrong and praising merit is the true remedy for cases like this. We say, "give the devil his due." Wherever there be an exhibit of public spirit, commend it. It encourages renewed efforts, and rewards the labors of the past; and do this although there may be other things deserving reproof in the same individual who receives your censure.

We ever feel happier in contributing to the happiness of those around us. It is grateful to know that we have the good opinion of our fellow men. It is grateful to know that we possess some virtues or advantages that are appreciated by those around us. "The best of us are those that have the least faults," and the realization that we have some redeeming traits of character, that atone for our faults, aids materially in the battle of life. If we see in another that which has challenged our admiration, why hesitate to avow it, or repeat the praise uttered by another. Confidence and esteem begets confidence and esteem, and some of the most lasting friendships in life have originated by just such mutual avowals. It is only little minds judging others by their own standards that exhibit suspicion of treachery, and fails to detect the true motives that prompted it, or to gratefully appreciate such an avowal prompted by the best and purest instincts. The shameful prostitution of flattery should not preclude us from an acknowledgment of its virtues.

Result of the Regatta.

We are indebted to W. K. Stevens, Secretary of the Shoalwater bay Yacht Club, for the following statement of the final result of the Regatta of the 25th, at Oysterville:

ENTRIES.

Isaac Smith, enters the.....	Lib Smith
J. H. Whitcomb.....	Minerva
S. A. Woodward, enters the.....	Lizzie Brown
Commodore G. H. Johnson.....	Occidental
F. C. Davis enters the.....	Winship
John Nelson, enters the.....	Julia

REPORT OF SAILING.

N'me of Yacht	Mast	Time	Remarks.
	Sails	of race.	
	ft. in. m. s.		
1, Lib Smith.....	835. 5 33. 9. 40	Beats	m. s.
2, Minerva.....	840. 11 315. 37	Beats	Minerva ..9.07
3, Lizzie Brown.....	877. 11 316. 43	Beats	Lizzie Br. ..2.32
4, Occidental.....	580. 5 323. 5	Beats	Occidental ..1.10
5, Winship.....	578. 11 334.	Beats	Winship.....5.51
6, Julia.....	705. 5 330. 18	Beats	Julia .....3.17

Time allowed to square foot 2 1/2 seconds. Length of race 20 miles.

PRIZES AWARDED,  
1st, Silver Cup, awarded to the.....Lib Smith  
2d, Silver Watch, to the.....Minerva  
3d, Gold headed Cane, to the.....Lizzie Brown  
4th, Gold Anchor (charm), to the.....Occidental  
The time is about the best on record, and there could not possibly have been a more spirited or satisfactory contest.

CANDIDATES.—Among the candidates for nomination for Congress on the Republican side we note the names of Hon. T. W. Davenport of Marion, Hon. J. N. Dolph of Multnomah, Hon. Ben Simpson of Marion, and Hon. B. Whitten of Eastern Oregon. We have not noticed the names of any yet on the other side, in print.

—George H. Himes & Co. announce that they have bought from C. W. Higgins, the type and printing material used in the publication of the Commercial Reporter and will continue the publication as heretofore. It is not stated what has become of the Cannel.

—One of the buoys which drifted from the entrance to Shoalwater bay was hauled across the Peninsula to Oysterville a few days ago, and is now lying in the bay at that place safely awaiting the Shubrick to replace it.

—Oregon City is taking a new start. Several fine buildings are in course of erection, and the Woolen mills have started again in better trim than before the fire.

—Some papers whose Editors thought Schuyler Colfax played out, now conclude that Colfax is as firm as ever in hearts of his friends.

—The Oregon Iron works at Portland have concluded to continue business. Mr. J. A. Robb is now superintendent.

—Capt. P. Fittbogen has been again installed as Secretary of the Wallamet Iron Works.

—The St. Charles Hotel, Portland, will be to let, after to-day.

To Investors.—The Northern Pacific Railroad Company has now built, equipped and put in operation, nearly 517 miles of its main line of road through an excellent country and along what is known as the Valley Route to the Pacific. The finished portions already enjoy a large and fast increasing traffic. The sections approaching completion connect the chain of Lakes with the navigation of the Upper Missouri and Columbia rivers with Puget Sound, secure at once a large and profitable business and entitle the Company to about 10,000,000 acres of excellent average land in fee simple.

With these accomplished results, the Company offers, and is now rapidly selling, its First Mortgage Bonds, for completing the construction and equipment of its road across the Continent. After careful investigation we recommend these bonds as a well secured and unusually profitable investment. They have 30 years to run; principal and interest are payable in gold; the interest (seven and three-tenths per cent.) is equal now to about 8 1/4 per cent. in currency. The coupon and registered bonds can be exchanged for each other, at the pleasure of the holder. Gold checks for the semi-annual interest on the registered bonds are mailed to the post office address of the owner.

These securities have the following elements of strength and safety: They are the obligation of a strong corporation; they are also a mortgage on the Road, its right of way, equipments and franchises, and a first lien on its net earnings. In addition to this usually sufficient security, there is pledged for the payment of the principal and interest a Grant of Land, averaging about 23,000 Acres per Mile for the entire length of the Road. At the average price per acre at which other Land Grants have thus far been sold, this real estate security will yield more than \$100,000 per mile—more than three times the possible issue of bonds.

The Company has already begun the process of redeeming and cancelling its first mortgage bonds, as they are now being received, at 1.10 in payment and exchange for the Company's lands. JAY COOKE & CO., Philadelphia, New York & Washington, Financial Agents N. P. R. R. Co.

COME TO THE FOUNTAIN.—One of the most attractive establishments in Portland is the drug and perfumery store of our old friend Samuel M. Smith, corner of Ash and First streets. Mr. Smith was for many years senior partner of the firm of Smith & Davis. And, besides being a thoroughly practical druggist and chemist is, withal, as genial a gentleman as ever grasped a hand in friendship. His store is fitted up and stocked in a magnificent manner with everything usually found in a complete stock of drugs, chemicals, perfumery, etc. But the feature par excellence is the soda fountain, one of the famous Arctic patent, an immense affair, a monument reared in marble and silver to the health of the thirsty. It has deliveries, on opposite sides, and can accommodate a rush. It is stocked with Kissenegg, Congress, Vichy, Seltzer and different kinds of syrups. The cooling apparatus is the most perfect in use, and the product of that fountain a draught that surpasses "the nectar of the gods."

—The Republican State Central Committee will meet at Eugene City, August 7th at 7.30 p. m. On the 9th the Democratic committee will meet at Portland to arrange for the campaign of October 13th.

—Steps have been taken to secure a subscription among printers to erect a neat little monument to the honor of late John Fleining, who died at Oregon City about a year ago, says the Enterprise.

—Mr. Henry Hewitt is at present acting British Vice Consul at Portland.

Beaver Lodge No. 35, I. O. O. F.  
Meet every Thursday evening, at 8 o'clock, in the Odd Fellow's Hall, corner of Cass and Jefferson streets, Astoria. Members of the Order are invited to attend. By order, N. G.

NEW ADVERTISEMENTS.

Patronize Home Manufactures.

AINSLEY & DAVIDSON,  
Manufacturers and Dealers in  
Doors, Sash, Blinds, Frames, Shutters, Brackets,  
And all kinds of Scroll Sawing.

Having the best facilities and the latest improved wood working machinery for the manufacture of the above articles, can offer superior inducements to customers, and at San Francisco prices, at Nicolai Bros' Mill.  
Also, best quality of Seasoned Cedar Lumber, Ceiling, Rustic and Mouldings. Wood-Turning in all its branches, Ballusters, Newell Posts, Billiard Balls, Croquet Sets, etc., at NICOLAI BROS.' MILL AND FACTORY.  
Cor Second and E Streets, Portland.

W. M. CHURCH & SON, Merchant Tailors,  
have removed to the OLD POSTOFFICE Room, opposite Odd Fellow's Temple, First st., Portland, Oregon. Call and select your clothing for the season j21tf

ZAN BROTHERS—Manufacturers of Wispes, Brooms and Brushes, Front st., bet. Oak and Pine, Opposite the old stand, Portland. j20tf Broom Corn wanted. j20tf

FOR SALE—FOUR PAIRS OF DARK BRAMAS!  
Fowls four months old, full blooded, and of the Boyle Strain—\$15 00 per pair.  
Address, THOMAS L. BIRNIE, Cathlamet, W. T. j20tf

O. P. MASON,  
ATTORNEY AT LAW,  
PORTLAND, OREGON.  
Land Cases and Titles a specialty. j21a

CENTRAL MARKET, STALLS No. 27 and 28, Portland, Oregon.

JOHNSON & SPAULDING,  
Dealers in all kinds of FRESH MEATS, and packers of Beef and Pork. The highest price paid for all kinds of fat stock. j21tf

PORTLAND BOX FACTORY—North Front street, Portland, Oregon.

Boxes of every description constantly on hand, and made to order. Orders addressed to John Harlow, corner of First and E streets, will meet with prompt attention. j20tf

ICE! THE PORTLAND ICE WORKS ICE  
CHAS. F. BROWN, Propr.

Are now prepared to furnish Ice to consumers in any part of the city at 2 1/2 cents per pound. Ice will be properly packed and shipped to consumers elsewhere at the same rate. Orders will receive prompt attention.  
Address, CHAS. F. BROWN, Portland Ice Works. j20tf

KELLOGG HOUSE—(Late INTERNATIONAL), Southeast corner Front and Morrison sts., Portland, Oregon.

KELLOGG & RISLEY.....Proprs

Board and Lodging per day.....\$1 00  
Meals.....25  
Lodging.....25

Rooms from \$1 to \$2 per week, with or without board. Baggage to and from the Hotel free. j21tf

Ladies Fair! The Ladies of ASTORIA  
WILL HOLD A FAIR  
IN AID OF THE CATHOLIC CHURCH NOW BUILDING  
IN ASTORIA OREGON.

MONDAY,  
TUESDAY,  
WEDNESDAY,  
August 4th, 5th and 6th, 1873.

AT SPIRITUAL HALL, ASTORIA.  
j20 Tickets, Fifty Cents. j21a

NOTICE.

OFFICE OREGON IRON WORKS, South Front St., Portland, Oregon, April 23, 1873. j

At a meeting of the Stockholders of the Oregon Iron Works, it was resolved to continue the business. We shall continue the business, as heretofore, and have added the manufacture of

Robb's Patent Similtanian Head Blocks for Saw Mills!  
A great saving of labor—also:  
Robb's Patent Gang Edger, and Gang Lath Mill!

We would invite careful inspection of our work and solicit the patronage of Mill and Steamboat men. We have on hand a large assortment of OREGON MADE STOVES!  
Persons wishing business in our line should give us a call, as we are prepared to do work as low as good material and workmen will warrant.  
J. A. ROBB,  
Supt. Oregon Iron Works. j21tf

For Sale Cheap for Cash!

GOOD SUBSTANTIAL DWELLING House containing seven rooms. Lower rooms hard finished, together with three acres of good Garden Land, all under good fence. Orchard, Barn and Stable, Store-rooms, Wood-house and other buildings, situated at Skipanon Landing. For further particulars, apply to Ferry, Woodward & Co., Portland or to RICHARD HOBSON, Astoria.

AUCTIONEERS.

Oscar Kilbourn,  
AUCTIONEER—Office 40 First st., Portland.

A. B. RICHARDSON, S. L. N. GILMAN.  
A. B. Richardson,  
AUCTIONEER—Corner of Front and Oak sts., Portland, Oregon. Auction Sales of Real Estate, Groceries, General Merchandise and Horses. Sales—Wednesday and Saturday.

Large assortment of Groceries, Liquors, etc., at Private Sale. Liberal advances made on consignments. A. B. RICHARDSON

Charles S. Wright,  
AUCTIONEER—Cor of Main and Chenamus Streets, Astoria. Goods received on consignment and sold to the highest bidder.  
PROFESSIONAL CARDS.

DR. S. W. DODD,  
PHYSICIAN AND SURGEON,  
ASTORIA, OREGON.

Dr. A. D. ELLIS,  
PHYSICIAN AND SURGEON  
Office on Stark Street, Portland, Oregon

WM. L. McEWAN,  
RESIDENT ATTORNEY,  
ASTORIA, OREGON.

H. B. PARKER,  
JUSTICE OF THE PEACE,  
ASTORIA, OREGON.

"Always Ready for Business." j21a  
A. VAN DUSEN,  
NOTARY PUBLIC,  
ASTORIA, OREGON.

H. H. NORTHUP,  
ATTORNEY AT LAW,  
(Register in Bankruptcy),  
OFFICE—In Holmes' Building, Portland.

KRUMBIEN & GILBERT,  
ARCHITECTS AND DRAFTSMEN,  
INVENTORS EXCHANGE,  
Cree's Building.....Portland, Oregon.

The Best Counsel; the Best Draughtsmen; the Best Model Workmen, and best Patent Agent at Washington; the only reliable place to get your intentions put through in short notice.

STEAMERS, STAGES AND SLOOPS

U. S. MAIL AND EXPRESS.

From Astoria to Clatsop Beach!

FAST HORSES! GOOD CARRIAGE!

LEAVES ASTORIA EVERY TUESDAY, Thursday and Saturday Mornings.

Arrive Same Mornings at the

OCEAN HOUSE,  
GRIMES HOUSE,  
SUMMER HOUSE,  
And SEA SIDE HOUSE.

RETURNING—Leaves these Houses every Monday, Wednesday and Friday, connecting with steamer to Portland each way.

Distance twenty-four miles, fare \$1 50.  
H. B. PARKER, Proprietor.

The Steam Tug Varuna  
Will leave Astoria every TUESDAY AND SATURDAY Morning, for

PORT STEVENS,  
CAPE DISAPPOINTMENT,  
And UNITY,  
Carrying Mails, Passengers and Freight.

Other days of the week she will be ready to go anywhere that business may justify. Is prepared to lighter cargoes, freight, hay, cattle and wood. J. H. D. GRAY Agent, Astoria.

Oregon Steam Nav. Co.

NOTICE—Boats of the O. S. N. Company will leave Astoria as follows:

FOR PORTLAND, and intermediate points—Tuesday, Thursday and Saturday Mornings, at 6 o'clock. Returning, leave Portland: FOR ASTORIA, and intermediate points—On Monday, Wednesday and Friday Mornings, at 6 o'clock. J. C. AINSWORTH, Pres.

ONLY REGULAR PACKET BETWEEN ASTORIA AND CLATSOP.

Carrying the U. S. Mail!  
The well known sloop MARY H., Master

L. W. POOLE.....Master  
Leaves Clatsop every Monday, Wednesday and Friday, on arrival of Stages, connecting at Astoria with the steamer Dixie Thompson. Returning, leaves Astoria every Tuesday, Thursday and Saturday, connecting with the Coaches for the Beach. Extra trips made to accommodate the traveling public.

FOR SKIPANON LANDING.  
ON AND AFTER THIS DATE, UNTIL further notice, the side wheel steamer

Mary Bell.  
J. N. FISHER.....MASTER

Will leave Astoria daily, On the arrival of steamers from Portland carrying PASSENGERS and BAGGAGE to the Skipanon Landing, connecting with STAGES

FOR THE SEASIDE HOUSE!  
and all points on Clatsop Plains. Returning, will leave Skipanon same evening.

For freight or passage apply on board, or to F. C. CONDON, Astoria, July 14th, 1873. Flavel's Wharf.

KLASKANINE PACKET.

From and after July 1st 1873, the A No 1, fast sailing sloop

BLUE RACER, Master  
EUGENE BROCK.....Master  
Will ply regularly between Astoria and Klaskanine, leaving every Tuesday and Saturday.

Office at the Union House, Astoria.